

If the Galveston News, by its factious and inimical course towards congressional aid to the Texas and Pacific railway, hopes to retard the progress of an enterprise of such vast importance

By the government guarantee the bonds would at once command ready sale, funds would be forthcoming, iron would be purchased, thousands of men anxiously looking for work would find it, and in but a few short months the completion of another iron road to the Pacific would be announced, thus sending joy to the hearts of all who take an

and Pacific railway is completed. A crop of 400,000 bales of cotton fourteen years ago, was a record, and it is not almost fabulous in quantity in the future. This crop must be marketed, and from where so rapidly and so cheaply as by the Texas and Pacific railway tapping the whole breadth of the state, with its thousands of miles of line, either side, forming a ganglion of iron nerves tending to and bringing all products to a common center, and thus making the same the best market for the future? Estimates predicted upon the past would be wholly futile, and the same might be said of the journals indulge in prediction even Munchausen-like, and such prediction was made by the *St. Louis Post-Dispatch*. Let them tell their readers of only thirty years since how beggarly three years of freight a day were landed at St. Louis, and how the cotton trade in its terminal there. Then tell them now of the Pennsylvania railway with its thousands of miles of line, and its care daily, with its depots covering acres, and with its shops not far out on the meadows covering to

party remained, however, and resumed their hostile demonstration. The crowd, which had gathered at Birmingham, England, in which the principal attraction was to be Miss Carlotta Patti. When the audience had waited some time, the manager of the theatre turned time for commencing Mr. Lindley Stoper came forward and announced that Miss Carlotta Patti would not appear. He explained that on her arrival in England she had been informed that her sister, Miss Adeline Patti, was "the sister of Miss Adeline Patti." She would listen to no apology, and left Birmingham by the 1230 train.

A leading Paris authority in fashion and dress says: "There is nothing more difficult for a woman to do than to sit gracefully in a carriage. The toilette lies down at full length; she sits up, she leans back, she looks at her dress; the bourgeoisie sticks up her knees; the waiting maid leans over the side, and she is obliged to turn her head and herself as she ought to do without either carelessness or stiffness, and looking as though she had been born in a carriage."

one other beauty in Mr. Caruthers' troupe who ever attained to this quality of possession. Glytic, innocent soul, believed that somehow husbands and tuberoses and bracelets were the perquisites of leading ladies, and was quite taken in. She thought of a position, that dear child, in which the extra big bouquets were made to hide a French count or an English captain of the guards.

The most familiar type of the stage husband is generally an ex-officer of the guards. He wears a small coat and sports a fierce monocle. He comes over with Miss Montmorency, collects her salary, "buzzes" about the lobbies, stands at the theater entrance in the afternoon, postures at the doorway in

Anda. Everybody must be familiar with the little, crushed, respectable old man, who is married by the great tragedienne, and who comes and buys a seat in the back part of the house, and how the play-boy has his face for fashion, and his hands in the thread-and-needle business will mistake him for a stage husband. So, too, most people are familiar with the patient, inevitable, and subservient husband of the prima donna, who has no other desire in life than to be known as her husband, who gets chucked under the chin in his own house by the roystering baritone, and told to go good by and keep quiet, and who looks after the baggage and the conquests while the troupe is away. And these people do not belong to

A NUMBER of the officers of the Mississippi, Kansas and Texas, Texas and Pacific, and Houston and Texas Central railroads have been visiting Galveston in a body to examine the work being done in the harbor there, and talk over business matters.

SECRETARY BRISTOW is going to put his foot on Butler. He won't accept any of Spoon's nominations, and ignores him completely.

COLONEL THOMAS A. SCOTT, president of the Texas and Pacific railway, made, recently, a very able and extensive statement of the company's condition, resources and wants. It was not without its effect.

the Shreveport Times copies a paragraph from the Washington correspondent of the New Orleans Times in which Colonel Thomas A. Scott is quoted as preferring a road from New Orleans to connect with the Texas and Pacific at Shreveport rather than Dallas.

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LOUISVILLE, Ky., January 4.—Judge Crandall, late judge of the supreme court of appeals, is dead.